

Prices and Prospects.

SPOT COKE MARKET SHOWS FEW, IF ANY, NOTICEABLE CHANGES

Some Evidence of Easier Prices, But Maximum High As Ever.

\$18.50 REGARDED AS TOP

But \$19.00 is Understood to Have Been Paid in a Few Instances; Consumers Boost Prices to Higher Iron and Steel Markets; Coal Without Change

Special to The Weekly Courier.

PITTSBURGH, Aug. 4.—Buyers come and buyers go, but the coke market itself shows no important change. In some quarters there are evidences of prices being a shade easier, but in other quarters there are seen evidences of some consumers falling to secure coke even though quite willing to pay full market prices. The same buyers are not in the market each week, though a few consumers have been persistent buyers throughout this movement. When buyers withdraw from the market it is usually because they are receiving better shipments, at least for a time, rather than because they have covered their wants for any length of time. For the market has been going there have been no sales covering periods of more than a week at the outside. Usually, indeed, the purchases are of coke that is already loaded or will be loaded in a day or two.

The minimum of the furnace coke market appears to be a shade lower than a week ago, but the maximum is as high as ever. The considerable divergence between maximum and minimum prices is probably attributable to there being more possible buyers than there is coke, a result being that sellers select their customers, where by some consumers can buy and others cannot even though bidding 50 cents or \$1 a ton more.

In the past few days there have been several transactions in spot furnace coke, involving a few hundred carloads, at \$18 or a shade less. It is doubtful, however, whether much if any of the coke reached the actual consumer at under \$18. A transaction more or less typical was that of about 50 carloads handled by a broker, the operator receiving \$17.75 and the consumer paying \$18.50.

There have also been a number of transactions in furnace coke at \$18.50, which in general seems to be the top of the quoted market, but it seems reasonably clear that \$19 has been paid on occasional instances. A curious feature of the situation is that the market reporter is likely to hear from operators with respect to the lower prices and from consumers with respect to the higher prices, this being a reversal of the usual or normal experience. The difference is perhaps accounted for in part by there being brokerages which the operator knows little about but which are paid by the consumer, and in part also by the consumers spreading news of high coke prices, he has paid for the purpose of bolstering the market on the iron or steel products he sells. For instance there is a case of a steel interest quoting a price well above the going market on a certain steel product, and claiming the price was justified because he had paid \$19 for coke. The proportion of \$19 coke going into the steel product offered would, however, be almost infinitesimal.

Rumor has it that a broker has been in the market with a buying order involving 20,000 tons, or any part thereof, of spot and nearby furnace coke, without any coke being secured. This would reflect the conditions already referred to, of operators being disposed to sell to more or less regular customers, such coke as they may have to spare. The market, on the whole, remains quotable at the same range as a week ago.

The Pittsburgh coal market is not noticeably changed as to prices for spot shipments, but there is now a strong feeling that prices will soon be lower, on account of the efforts being made by the Washington authorities. Many of the great majority of the large operators in the district have been quite opposed to the high prices ruling of late, and have refused to participate in the market. They have not, so far as can be ascertained, sold spot coal at lower than going prices, but they have made liberal shipments on contracts. The order requiring that 5,000,000 tons of coal be shipped from the Pittsburgh district for the lake trade in the 30 working days beginning July 28 takes so much coal out of the situation that there would even be a chance for the spot market to advance if left to itself. It seems to be the impression that such parts of the lake coal shipments as are not made against contracts already entered into will be billed at \$5 or \$6 a ton. The spot market remains quotable roughly at \$10 to \$12 per net ton at mine, depending on grade, tonnage, etc.

The local pig iron market is unchanged as to quotations, and remains distinctly inactive. Steel makers are indisposed to buy Bessemer or basic any distance ahead, as prices obtainable for steel for forward deliveries do not warrant paying prices for pig iron now ruling, but there are occasional purchases of prompt lots, chiefly by steel casting interests and small steel mills rolling specialties. As to foundry iron, there is a little

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING JULY 31, 1920.				WEEK ENDING JULY 24, 1920.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,737	13,556	5,141	91,050	18,737	13,556	5,141	91,050
Lower Connellsville	17,100	9,769	7,331	81,240	17,100	9,769	7,331	81,240
Totals	35,837	23,325	12,472	172,290	35,837	23,325	12,472	172,290

FURNACE OVENS.				WEEK ENDING JULY 31, 1920.				WEEK ENDING JULY 24, 1920.			
DISTRICT.				Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville				15,470	10,673	4,707	71,880	15,470	10,616	4,522	75,670
Lower Connellsville				6,986	2,201	4,595	26,100	6,986	2,255	4,601	31,095
Totals				22,456	12,874	9,302	97,980	22,456	12,871	9,123	106,765

MERCHANT OVENS.				WEEK ENDING JULY 31, 1920.				WEEK ENDING JULY 24, 1920.			
DISTRICT.				Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville				3,257	2,913	344	19,800	3,257	2,912	344	20,200
Lower Connellsville				10,114	7,378	2,736	55,050	10,114	7,276	2,736	55,150
Totals				13,371	10,291	3,080	74,850	13,371	10,290	3,081	75,350

PITTSBURGH COAL MEN PROTEST NEW TRAFFIC ORDERS

Interstate Commerce Commission Making Conditions Worse.

CARS ARE NOT SCARCE

PITTSBURGH, July 29.—Dissatisfaction of Pittsburgh coal operators with recent traffic orders of the Interstate Commerce Commission was voiced yesterday in a vigorous statement by D. W. Kuhn, recently fuel administrator for the Pittsburgh district, and one of the best informed coal men in the United States. Mr. Kuhn alleges that instead of improving coal movement the commission is making it worse.

The kind of management which is now being attempted, Mr. Kuhn charges, produced during the war a "jam" on the lake fronts, and deprived industries of much needed coal which otherwise they might have had. The former fuel administrator believes there is no necessity for pooling coal nor for fixing prices, and intimates broadly that the operators do not propose to submit tamely to the conditions which officials are trying to force upon them.

That which is needed to relieve the coal situation, both for the operators and for consumers who may face a fuel shortage next winter, especially in the Northwest, is more cars. Emergency both of the Interstate Commerce Commission and of the railroad, he believes, should be directed to the one aim of furnishing them, leaving business conditions to adjust themselves.

"There is apparently no freight congestion on the railroads," Mr. Kuhn said. "While there is no great abundance of open-top cars, there are sufficient, if properly moved, to prevent any coal shortage whatever, and the railroads have motive power to move them. If the Interstate Commerce Commission, the railroads and the railroad men are not able, or willing, vigorously to take hold of the fuel situation, the public had better become quickly interested and have a reckoning on the situation. There is nothing complicated about the coal shortage—it is purely and solely a matter of cars and railroad transportation."

"With good weather the railroads ought now to be furnishing the mines of the Pittsburgh district at least 80 per cent car supply daily."

"Anyone can see cars standing for days scattered all over this region; any kind of coal or slate is gathered up and loaded into these cars, and much of it contains 30 to 40 per cent ash, absolutely of no fuel value whatever. The railroads take up equipment in hauling this inferior coal of no fuel value; in addition to that, you will find from one to five, six, seven cars at hundreds of these points remaining loaded for several days, at the same time the rail-miles on some of the railroad divisions in this district are not and have not been running 20 per cent; and these miles could have loaded up the cars the day they were put on the mine siding with coal that is 100 per cent fuel."

"The Interstate Commerce Commission and the railroads have apparently taken no action on this. An order should be made at once, directing that no open-top cars be placed for wagon or truck loading until the rail-miles have sufficient cars for full operations. Furthermore, much motive power today is engaged in hauling private and assigned cars for mines, which get 100 per cent—thus over-shipping one consumer and starving others."

COMPENSATION DENIED

In Case of Many Drowned While Crossing River to Take Expedition.

LAKE SHIPMENTS

Of Coal 26 Per Cent Below Weekly Rate of 1919; Total 5,000,000 Tons.

Dumpings of bituminous coal at lower lake ports during the week ended July 24 were the largest of the season, but still 26 per cent below the corresponding week of 1919. The total quantity, including vessel fuel, was 52,606 net tons, an increase of 58,795 tons over the preceding week.

A year ago at this time the weekly rate was 63,000 tons and in 1918 it was 1,015,000 tons. Service order No. 10, supplementing and strengthening the priority already extended to the Lake movement by Order No. 5, did not go into effect until July 26. Up to that date dumpings for the year had reached, in round numbers, 6,000,000 tons as against 11,000,000 in 1918, and 12,500,000 in 1919.

At the moment when Service Order No. 10 went into effect the movement for the season was thus five million tons behind 1918 and six and a half million behind 1919.

WAGON MINE COAL OPERATORS PLAN TO FILE A COMPLAINT

Fayette County Association Joined by Those of Three States.

CONFERENCE NEXT WEEK

Their business practically ruined by refusal of the railroads to provide them with cars for coal, wagon mine operators of Western Pennsylvania, West Virginia and Ohio are combining to file complaint with the Interstate Commerce Commission. They want to learn "where they stand," to use the words of an operator.

Several weeks ago there appeared in The Courier a short story saying that President J. D. Madigan of the Fayette County "Team Trackers" organization planned to call a meeting of the 60 to 80 members for the purpose of preparing a complaint against the Pennsylvania system. The item came to the attention of the Wheeling association and its secretary wrote Mr. Madigan suggesting that filing of a complaint by the Fayette association be delayed until the West Virginians could join, their complaint being directed against the Baltimore & Ohio.

The result was that many other organizations have joined in the movement, including the Somerset county and several in Ohio. At a recent conference of members of the Fayette association a committee was appointed to confer in Pittsburgh with representatives of the others. This meeting was scheduled for last week but has been postponed until this.

Several hundred wagon mine operators are embraced in the movement. The team trackers are up in arms over the new orders which have been issued by the Pennsylvania and Baltimore & Ohio railroads, refusing to place any self-clearing gondolas or hoppers or any cars of the mill type on either public or private sidings.

The small mine operators will be forced out of business by the latest orders and there is talk of entering suit against the railroads. One prominent team track operator said he thought the action of the railroads was an outrage. "The small operator has as much right to load as the large," he said. "It shows a great injustice. There is no equity, whatever. We have our money invested as well as anyone else. We have lived up to the railroads' rules, and have been willing to put up with many inconveniences." He said the Pennsylvania would not even furnish box cars for loading.

The Baltimore & Ohio railroad has not been placing cars on public sidings for team track loaders for some time. Cars have been given to those operators having tipple mines and private sidings, however, but these also will be withdrawn.

The order of the Pennsylvania, received Friday, has caused quite a stir here. In Fayette county there are 82 team track operators and in Somerset 67.

To Enlarge Furnace.

The furnace plant of the Kittanning Iron & Steel company at Kittanning is to be enlarged.

RECONSIGNMENT OF COAL AND COKE IN ALL CARS STOPPED

Interstate Commerce Commission Issues Order and Fixes Penalties.

EFFECTIVE IN FIVE DAYS

After Notice to the Commission; Does Not Apply to Tidewater and Lake Shipments; Permits But One Reconsignment of Open Top of All Kinds.

WASHINGTON, Aug. 4.—The Interstate Commerce Commission has issued an order prohibiting more than one reconsignment of all freight in open-top cars and coal and coke in all cars, and fixing penalties to prevent undue detention of railroad equipment under the present emergency. The order, to become effective on five days' notice of the commission, is designed to relieve the coal scarcity due to the shortage of freight cars. The rules do not apply to coal originally consigned to lake or tidewater ports for transshipment to vessels and reconsigned to other ports or to other consignees at the same port, nor to coal consigned to lake ports for transshipment to vessels and left over after the close of navigation. Only one reconsignment is permitted under the following conditions:

"First—If reconsignment order is received in time to permit instructions to be given to yard employees prior to arrival of shipment at billed destination, or if such billed destination is served by a terminal yard then, prior to arrival at the terminal yard, a charge of \$2 per car will be made for this service.

"Second—If reconsignment order is received in time to permit instructions to be given to yard employees within 24 hours after arrival of car at destination, or if destination is served by a terminal, a charge of \$5 per car will be made for this service.

"Third—When not reconsigned as above, any order for reconsignment, diversion or shipment will, subject to the freight traffic to the sum of local rates to and from points of reconsignment, plus \$5 per car."

The first and third rules are to apply to reconsignments at all points in the United States, and, in addition, Rule 2 will apply to reconsignments at points within the territory east of the Illinois-Indiana state line, not including Gary and points within the Chicago switching district. It will also apply to and north of the Ohio river, also points on the lines of the Chesapeake & Ohio, Norfolk & Western and Virginia railroads east of Cincinnati.

To prevent undue detention of equipment under the present emergency, the following rules are laid down:

"First—On cars loaded with lumber held for reconsignment a storage charge of \$10 per car will be assessed for each day or fraction of a day that car is held after 48 hours after the hour at which free time begins to run under the demurrage rules.

Note—Applies on lumber, shingles, poles, piling, mine timber, box, barrel or crate material and other forest products on which the lumber rates apply.

"Second—On all open-top cars and on all cars loaded with coal or coke not released within the free time as prescribed in the national car demurrage rules, a storage charge of \$10 per car per day or fraction of a day will be made until car is released.

"Third—The charges provided above will be in addition to any existing demurrage and trackage charges and are subject to provisions of the national car demurrage rules with respect to notification, computing time and allowances provided in Rule 8 thereof."

COAL STRIPPING.

To Be Employed by the H. C. Frick Coke Co. in Kentucky District.

Stripping of coal in the outcrop sections of the mines at Ronco and Leckrone plants has been commenced by the H. C. Frick Coke company. It is the first attempt of the company to obtain coal by that method.

A steam shovel with a capacity of six cubic yards is being used. As soon as the coal is uncovered a smaller shovel will load the coal on mine cars. It will be hauled to Gates and shipped by river.

Production and Output.

BETTER CAR SUPPLY AND OTHER CONDITIONS FORECAST A GAIN

COKE TRADE SUMMARY.

There are several indications, a better car supply being the chief and most dependable, that this week will show an improvement in coke production, enough, perhaps, to recoup the loss of last week and register a gain besides. The drop by 6,275 tons to 172,290 tons last week was largely the "overhang" of the blowing out of 480 ovens by furnace incursions during the preceding week. The merchants did not suffer as heavily but the average reduction in their tonnage was about two per cent.

No unfavorable consequences have followed the issue of the priority orders for Lake and New England shipments. The latter has no more use for Connellsville coke—except to make by-product coke—than the former, and for the same reason in both cases. Connellsville coke is not prepared for either market. The region will, therefore, send but a comparatively small tonnage. The fields producing for these markets will be attracted to the greater activity, which is the primary object of the order.

There is practically no change in the coke market. The top for spot furnace coke is about \$18.50, but in occasional instances over eager buyers have bid up to \$19. Foundry keeps within \$1.00 of the furnace range. Buyers who have steel and iron products to sell talk high coke as a stimulant to iron and steel prices. Operators prefer to sell spare coke to their regular customers.

PRIORITY ORDER ON COAL TO NEW ENGLAND EFFECTIVE ON MONDAY

Applies Particularly to Tidewater Shipping Fields, But in Part to the Connellsville Region.

Service Order No. 11 of the Interstate Commerce Commission, giving priority in the shipment of coal to Atlantic ports for transshipment by water to New England, became effective Monday. While the order is intended to increase coastwise shipments from Hampton Roads, and will of course affect fields shipping to that port, it also applies to certain Pennsylvania districts, including fields served by the Pennsylvania, Baltimore & Ohio, Pittsburgh & Lake Erie and the Western Maryland railroads.

The order specifies that for transshipment from New York the Pennsylvania east of Pittsburgh shall give preference and priority in car supply for 122,000 tons per month; the Monongahela railroad, 5,000 tons; the Baltimore & Ohio, 40,000 tons on and east of the Connellsville and Pittsburgh divisions; New York Central, 5,000 tons; Western Maryland, 5,000 tons; the Western Maryland Central, 20,000 tons; Western Maryland, 19,000 tons.

For transshipment from Philadelphia the Pennsylvania east of Pittsburgh is to provide cars for 50,000 tons; Baltimore & Ohio, 40,000 tons on and east of the Connellsville and Pittsburgh divisions; New York Central, 5,000 tons; Western Maryland, 5,000 tons; the Western Maryland Central, 20,000 tons; Western Maryland, 19,000 tons.

This tonnage must be consigned to the tidewater ports at the ports specified for transshipment. It is to have priority, both as regards rail movement and the use of pier facilities, over all other soft coal, except that consigned to railroads, public utilities and public institutions, or for use by any branch of the government. It will also have priority as regards car supply, which means that the assigned car system is to be extended to New England business.

Operators in New England orders or contracts will have preference over other operators in the distribution of cars, except in the case of mines having priority rights under Service Orders 9 and 10. Order No. 9 extends the assigned car privilege to public utilities, and Order No. 10 relates to Lake shipments.

GATES APPOINTED

Former Scottdale Man Moves Up With Frick Company.

William Gates, Jr., real estate agent for the H. C. Frick Coke company, with headquarters in Pittsburgh, has been made the company's secretary to succeed D. H. Coble, who died recently.

Before being promoted to real estate agent Mr. Gates was the company's assistant chief engineer, located at Scottdale. He is well known throughout the coke region.

French Coal Production.

The French chamber of deputies reports French coal production steadily improving, and that mines damaged by German invasion are slowly being put into shape and are expected to produce 350,000 tons monthly before the end of the year.

Britain to Enlarge Coal Mines.

Operators are planning to increase the output of British coal mines by 40,000,000 tons a year.

Transportation Movement Generally Improving, Is of Some Help.

LAST WEEK NOT SO GOOD

As the Proceeding, the Gain Having Been Almost Neutralized; Undisturbed by Priority Orders; Price Fixing Threat Not Taken Seriously.

If the first half of the present week is to be taken as a guide, which it has not always been safe to do in forecasting the accomplishments of a week in coke production, the recession of last week will be made up and possibly a forward step taken as well. The coke car supply has been decidedly better thus far this week, so much in fact, that a number of plants have found it possible to load out coke as fast as produced. This applies more particularly to the smaller plants, but is not a universal condition, taking the region over. Again, it is to be observed that the transportation movement generally has been improving. This is due in part to some of the emergency measures adopted to relieve congestion and in part to relief from the suspense and uncertainty that grew out of the wage question. That issue having been determined, except as may depend upon the referendum of the railroad's organizations, and the public knowing the worst about the freight rate increases, there is a clearing of the atmosphere that is stimulating. The fog and gas clouds have not been entirely dissipated but the rift has let in a little sunlight.

The region is as yet undisturbed by the priority orders on coal to the Lakes and New England and is likely to preserve its equanimity in this respect. Connellsville coke, except as raw material for making by-product coke, is no more popular in the New England markets than it is in the Upper Lakes markets, and for the same reason in each instance, hence only a comparatively small tonnage will go out under the preferential order applying to New England. The quantity will probably be limited to 10 per cent of the shipments over the Baltimore & Ohio railroad and about five cars per day from mines along the Monongahela railroad, although the requirements specified in Service Order No. 11 are greater.

The blowing out of 480 ovens by the furnace incursions during the week ended July 24 came too late in the week to affect the production record but last week shows to what extent the influence of this number of ovens lessened the output. Although car supply and other conditions were about the same during each of the six day periods, last week again demonstrated the step-wise movement of the production curve by creating a sharp downward turn following the upward course during the preceding week. In this respect the performance was normal and in harmony with the weekly fluctuations for several months past.

A slight gain in the number of cars moved from scale points, and the loading of approximately 2,000 tons of stock coke at different oven plants, was a new feature of the situation. Had it been supported by better average running time at the ovens the discrepancy resulting from the blowing out of the 480 furnace ovens would not have been so marked. It was one of the important merchant interests during the week, and some of the smaller operators, making five days, the loss of approximately two per cent in merchant production was comparatively slight.

While vagrant rumors are drifting about that the Administration is considering a new coal and coke price fixing scheme, opinion in the trade tends strongly to the view that, no such step will be taken. Aware, as all well informed observers are, that present market conditions have resulted from the eager bidding of consumers for a scant supply of free fuel, the political exigencies are such that even a Democratic administration will not likely assume the hazard of setting the fundamental law of supply and demand at defiance, as it has at times essayed to do with no more success economically than it can now hope to have politically. Hence the reluctance to assume an Ajax-defying lightning attitude.

The estimated production of coke for the week ended Saturday, July 31, was 172,270 tons, credited in the two districts as follows: Connellsville, 71,620, a decrease of 4,240 tons; Lower Connellsville, 81,240, a decrease of 5,935 tons, or a total decrease of 9,275 tons, or within 1,075 tons of neutralizing the gain of 10,350 tons during the preceding week.

By interests the production was: Furnace, 96,020, a decrease of 8,745 tons; merchant, 74,250, a decrease of 530 tons, as compared with increases of 6,550 and 5,320 tons respectively during the week ended July 24. There was a net gain of 61 in the number of active furnace ovens.

To Make Coke September 1.

The warming up of the first battery of 60 ovens of the Domestic Coke Corporation at Fairmont, W. Va., is in progress with a view to beginning coke production by September 1.

STEEL WORKERS UNAPPRECIATIVE OF WELFARE WORK

Youngstown Sheet & Tube Co., Will Abandon Several Helpful Features.

HAS BEEN ONE OF LEADERS

And Conducted Activities on Large Scale; Will Limit Efforts to House Building and Safety Features; Others a Waste of Time is the Conclusion.

Declaring that employees do not desire such assistance and do not appreciate it, and that the returns therefore are disproportionate to the expense, the Youngstown Sheet & Tube company has curtailed its welfare department, and wholly abandoned some activities. The plan of employees representation, whereby the workers have a voice in the conditions under which they work, will be retained.

The Youngstown Sheet & Tube company has been one of the leaders in welfare work in the country. The department first was developed on a large scale five years ago. It is announced that legal aid, schools for foreign-born workers and nurse visiting have been altogether abandoned. The company will continue, for the present at least, its program of house-building, dwellings to be sold or rented to its workers.

Americanization schools for employees of foreign birth were under the direction of George B. Feit and classes were conducted by a corps of 50 teachers. This activity was conducted at the expense of the company, the foreign-born for the most part are employed long hours in the mills and have comparatively little time for such schools. As a consequence, the attendance, which at the forefront of the year was encouraging, dwindled.

In ministering to the sick, needy and ignorant among its employees and their families, the company apparently performed a distinct public service. Nurses visited homes, cared for sick and infirm, mothers in the fundamentals of hygiene, sanitation and proper methods of living. Girls were taught the rudiments of sewing and domestic science.

During the influenza epidemic last year the company spent thousands of dollars in convalescent work. Temporary hospitals were established, in charge of physicians and skilled nurses. In many cases the victims were treated in their own homes and often the company sent warm food to homes where the able-bodied were stricken.

The legal aid department handled many confidential matters for workers, without remuneration. In protecting the weak and ignorant, principally among the foreigners, from swindlers this department proved valuable. Officials have come to the conclusion, however, that many of the workers, perhaps a majority, do not want such assistance. Minds of many of the ignorant have been poisoned by agitators with radical propensities. As a consequence foreign families were often distrustful of such services on the part of the company and those engaged in such work met with rebuffs. Safety work will not be abated, but on the contrary, will be advanced. President James A. Campbell and directors of the company say they are pleased with the results accomplished by employee representation and steps will be taken to extend the influence and benefits of this arrangement.

The company officials say they have reached the conclusion that some phases of welfare work are a waste of time and effort, that they serve to antagonize men in many cases rather than to make them more friendly and that it is the part of wisdom to curtail an expenditure that is not producing desirable results.

NO LONGER SAFE TO BASE IRON OUTPUT ON BEEHIVE COKE

By-Product Production Booming Here of a Factor as the Movement of Coal Grows Freer.

It is of interest, says the American Metal Market, to compare Connellsville coke production with the pig iron production of the country as a whole. The United States produced pig iron in March at the rate of about 49,200,000 tons a year, while in June the production was at the rate of about 43,200,000 tons. In the four weeks ended March 20th, which may be taken as the period in which coke for March consumption was made, the Connellsville production averaged 245,000 tons a week.

In the four weeks ended June 19th the production averaged 185,000 tons a week. Thus comparing the two periods the country's pig iron production was lower by 4.4 per cent while the Connellsville coke production was lower by 25 per cent. Assuming, roughly, that 2,200 pounds of coke on an average was required per ton of pig iron, and that all the Connellsville production was used by blast furnaces, for the pig iron production in March the Connellsville region was furnishing about 25 per cent of all the coke, while for the June production it was furnishing only 30.3 per cent.

Thus it is quite unsafe to assume, as is sometimes done, that the production of Connellsville coke will determine the rate at which the United States can make pig iron. Of late there has been the influence of the by-product ovens doing better, relatively, than the Connellsville ovens, and this conclusion is now accentuated by the freer movement of coal, in which by-product ovens participate as well as

GAIN OF 18,000 TONS IN BEEHIVE COKE WEEK JULY 24

Was Still Below the Rate Attained Previous to Independence Day; Country's Output 381,000 Tons.

The weekly report of the United States Geological Survey, prepared by P. G. Tryon, shows that the production of beehive coke increased by 18,000 tons during the week ended July 24, but was still slightly less than the rate attained immediately before the Fourth of July holiday. The total amount for the country is estimated on the basis of railroad shipments at 381,000 net tons as against 363,000 tons in the week of July 17. Increases were reported in Alabama, West Virginia and Pennsylvania. The output in the Connellsville region, according to The Courier, rose from 171,796 to 182,145 tons.

The production by states, compared with the corresponding week of 1919, was as follows:

	1920	1919
Pennsylvania and Ohio	295,000	290,000
West Virginia	38,000	18,000
Alabama, Tennessee and Georgia	24,000	28,000
Virginia and Kentucky	21,000	22,000
Colorado, Oklahoma and New Mexico	8,000	9,000
Washington and Utah	5,000	4,000
U. S. Total	381,000	371,000

THE ILLINOIS STRIKE HALTED UPWARD TREND IN COAL PRODUCTION

Decrease During Week of July 24 Was 322,000 Tons, or Three Per Cent; Year Is Far Ahead of 1919.

The upward trend of production which has continued since mid-April was brought to an end during the week of July 24 by the outbreak of a strike in Southern Illinois, says the United States Geological Survey. The output of soft coal, including lignite and coal made into coke, is estimated at 10,601,000 net tons, a decrease when compared with the preceding week of 322,000 tons, or three per cent. Daily loading reports show that the decrease occurred on Friday and Saturday when the strike began to be serious. On the first four days of the week loading was proceeding at practically the same rate as during the week of July 17.

Production during the first 175 working days of the last four years has been as follows in net tons: 1917, 310,422,000; 1918, 326,654,000; 1919, 348,501,000; 1920, 352,550,000. The year 1920 is thus nearly 17,000,000 tons behind 1917, and 33,000,000 tons behind 1918, but is 45,000,000 tons ahead of 1919.

FARMERS MAKE GARDEN AWARDS AT CONTINENTAL

Valuation of \$2,876 Placed on Products of Workers' Plots; Task Difficult One.

The annual inspection of gardens and lawns at the Continental No. 3 plant of the H. C. Frick Coke company was held Thursday, July 29, and awards made as follows:

First prize for best garden was captured by Stephen Siwak, trackman helper; second prize, Jek, Polender, miner, third prize, Dan Stuch, miner. Flower garden awards were, first, Mrs. John Bailey; second, Mrs. John Gomczak; third, Mrs. James Golden. Special mention was made by the judges of the gardens of P. J. McCabe and John Herick.

The judges were D. A. Hayden, A. D. Newcomer and William G. Roetzel, who are veteran farmers. They had a hard time deciding who were entitled to the prizes and put in a good part of the day tramping around to and fro. They report the town in good shape and in a sanitary condition, with no sickness of any kind. Besides the garden plots at the houses cultivated, quite a few plots were laid out by the company and fenced which have been planted by the employees. Average valuation of the gardens was placed at \$33.44 or a total of \$2,876.

First Woman Coal Buyer. With the visit of Miss Sophie Cohen of Scranton to Uniontown this week, as representative of Canadian coal companies, the first woman coal buyer made her appearance in the Connellsville region.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, July 31, 1920

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mt. Pleasant Coke Co., Greensburg
30	30	Brush Run	Brush Run Coke Co., Mt. Pleasant
100	100	Clare	Clare Coke Co., Uniontown
50	50	Ellen No. 1	Whyte Coke Co., Uniontown
100	100	Ellen No. 2	Whyte Coke Co., Uniontown
30	30	Fort Hill	W. J. Rainey Coke Co., New York
10	10	Franklin	W. J. Rainey Coke Co., New York
101	81	Gilmore	Summit-Coke Co., Connellsville
80	80	Grace	Gilmore Coke Co., Uniontown
8	8	Helen	W. J. Rainey Coke Co., New York
145	145	Humphreys	Samuel L. 18th, Youngwood
16	16	Morgan	Humphreys Coal & Coke Co., Greensburg
275	275	Mt. Braddock	W. J. Rainey Coke Co., New York
110	110	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
325	325	Myers	Brownfield Coal & Coke Co., Uniontown
43	43	Nellie	Nellie Coke Co., Connellsville
328	328	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburgh
480	480	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburgh
390	390	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburgh
90	90	Paul	W. J. Rainey Coke Co., New York
480	480	Revere	W. J. Rainey Coke Co., New York
40	40	Thomas	Whyte Coke Co., Uniontown
57	57	West Penn	West Penn Coke Co., Pittsburgh
FURNACE OVENS			
3,257	3,213		
280	100	Adelaide	H. C. Frick Coke Co., Pittsburgh
358		Alverson	H. C. Frick Coke Co., Pittsburgh
297	122	Baggley	H. C. Frick Coke Co., Pittsburgh
300	460	Baker	H. C. Frick Coke Co., Pittsburgh
140		Brinkerton	H. C. Frick Coke Co., Pittsburgh
300		Buckeye	H. C. Frick Coke Co., Pittsburgh
260	175	Calumet	H. C. Frick Coke Co., Pittsburgh
301		Centerville	H. C. Frick Coke Co., Pittsburgh
490	350	Collier	H. C. Frick Coke Co., Pittsburgh
490	490	Continental	H. C. Frick Coke Co., Pittsburgh
326	326	Continental	H. C. Frick Coke Co., Pittsburgh
380		Cromland	H. C. Frick Coke Co., Pittsburgh
120	120	Cromland	H. C. Frick Coke Co., Pittsburgh
334	273	Davidson	H. C. Frick Coke Co., Pittsburgh
334		Dorothy	H. C. Frick Coke Co., Pittsburgh
118	110	Dunbar	Amer. Manganeses & Iron Co., Dunbar
272	272	Hicks No. 1	H. C. Frick Coke Co., Pittsburgh
350	350	Hicks No. 2	H. C. Frick Coke Co., Pittsburgh
300	300	Hicks No. 3	H. C. Frick Coke Co., Pittsburgh
450		Hosackville	Hosackville-Coke Co., Pittsburgh
249	149	Juniata	H. C. Frick Coke Co., Pittsburgh
306	306	Kyle	H. C. Frick Coke Co., Pittsburgh
490	490	Leisenring	H. C. Frick Coke Co., Pittsburgh
502	420	Leisenring	H. C. Frick Coke Co., Pittsburgh
622	390	Leisenring	H. C. Frick Coke Co., Pittsburgh
204	279	Leith	H. C. Frick Coke Co., Pittsburgh
327		Lemont No. 1	H. C. Frick Coke Co., Pittsburgh
380	380	Lemont No. 2	H. C. Frick Coke Co., Pittsburgh
504	363	Mammoth	H. C. Frick Coke Co., Pittsburgh
399	399	Marguerite	H. C. Frick Coke Co., Pittsburgh
195	155	Mutual	H. C. Frick Coke Co., Pittsburgh
258	240	Ophthal	H. C. Frick Coke Co., Pittsburgh
400	400	Phillips	H. C. Frick Coke Co., Pittsburgh
442	320	Redstone	H. C. Frick Coke Co., Pittsburgh
448		Shoof	H. C. Frick Coke Co., Pittsburgh
276		Southwest	H. C. Frick Coke Co., Pittsburgh
150		Southwest	H. C. Frick Coke Co., Pittsburgh
204	120	Southwest	H. C. Frick Coke Co., Pittsburgh
901	710	Standard	H. C. Frick Coke Co., Pittsburgh
80	25	Stewart	Stewart Iron Co., Uniontown
454	320	Trotter	H. C. Frick Coke Co., Pittsburgh
350	209	United	H. C. Frick Coke Co., Pittsburgh
352	352	Whitney	Hosackville-Coke Co., Pittsburgh
300		York	H. C. Frick Coke Co., Pittsburgh
500	490	Torker	H. C. Frick Coke Co., Pittsburgh
245	245	Youngstown	H. C. Frick Coke Co., Pittsburgh

ESTABLISHED 1880 INCORPORATED 1884

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON	EIGHT PLANTS:	KINGSTON ENAMEL WILLIAM COLUMBIA
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CONNELLSVILLE, PA.

Established 1872. Incorporated 1904.

Eureka Fire Brick Works

First National Bank Building, Pittsburgh, Pa.
Bell Phone—Court 284.

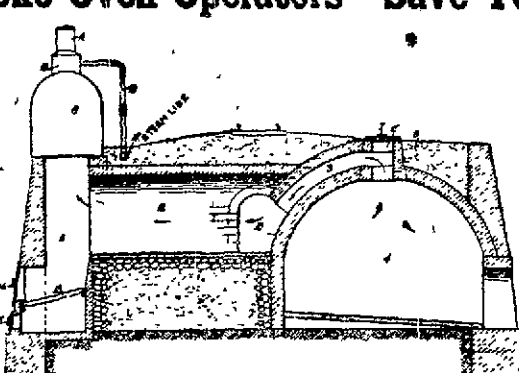
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Manufacturers of High Grade clay refractories for Heating, Puddling and Regenerator Furnaces, Boiler Settings, and Arches, Stacks, Flues, Glass Houses, By-Product, Rectangular and Bee-Hive Coke Ovens.

DIFFICULT SHAPES OUR SPECIALTY.

Works Office, Mt. Braddock, Pa. Bell Phone—49, Dunbar, Pa. Both E. & O. and P. R. R. Connections.

Coke Oven Operators—Save Your Waste Heat!



By our method a bank of 100 Bee Hive Ovens will make available 750 Boiler Horse Power, without the expenditure of one cent for fuel, and without impairing the efficiency of the Ovens.

The simplicity of installation and ease of control and operation are special features. One or more Boilers of practically any type may be installed singly, or in combination.

This method has been in successful operation for several years. Two Brick Layers can complete the necessary Flue connections for 8 ovens to connect to one Boiler, in 10 hours.

The Smoke Stack of standard diameter for any Boiler should not be more than 20 feet above the top of the ovens.

For full information address

R. D. MARTIN

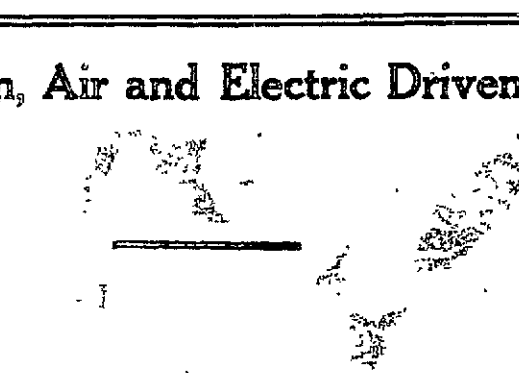
Fort Smith, Ark.

Patented Aug. 13, 1918 No. 1275962

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven



Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Office—First National Bank Building, Uniontown, Pa.

H. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, PAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars.

Youghiogheny Coal	Connellsville Coke
Steam Gas Coking	Furnace and Foundry
	Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections

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HERBERT DE PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Penna.
Works—Low Price No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

IF YOU HAVE COAL LAND FOR SALE ADVERTISE IT IN THE COURIER

Struthers Co. Orders Cars.
The Struthers Furniture company has placed an order for 30 hopper cars with the Pressed Steel Car company.

cles on the railroads by the McAdoo administration cannot be spared. No less an authority than Daniel Willard, chairman of the advisory committee of the Association of Railway Executives, told the commission point-blank that

Coal Land for Sale?
If you have coal land for sale advertise it in The Weekly Courier.

Regular Income Solicited

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1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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lay law. When those are routed with the execution of the law single out one particular class or group or industry it immediately suggests favoritism and utterly destroys the confidence of the people in the law or those who are supposed to execute it. The attempt to enforce the Lever Act against the coal trade alone certainly gives rise to the suspicion that the department of the government charged with law enforcement is animated not so much as by a desire to protect the public welfare as by a desire to gain the limelight hoping thereby to reap a political profit.

FIRST PENSION UNDER NEW ACT IS ANNOUNCED

Beneficiary is Washington Receptor, Acosta, Somerset County.

REQUIREMENTS OUTLINED

WASHINGTON, July 25.—The first award to be made by the commission of pensions in the state of Pennsylvania for increase of pension to \$72 per month for total disability under the terms of the recently enacted Fuller pension bill was obtained through Representative S. A. Kendall for Washington Receptor, Acosta, Somerset county, Pa. Mr. Receptor's pension increase was allowed just two weeks after his application and necessary affidavits were filed with the commission of pensions.

Under the total disability provision of the Fuller act, it is necessary for the claimant to make application and to submit three affidavits in support thereof. The affidavit of the attending or family physician, describing the difficulties which make necessary the regular personal aid and attendance of another person, the sworn statement of the claimant's attendance, showing the character and frequency of the aid and attendance rendered; whether the claimant is confined to his house or his bed, and if so, whether for the whole or only a portion of the time; the relationship existing between the attendant and claimant, and the sworn statement of the claimant whether or not any members of his family rendered military or naval service in the late World War, and if so whether he applied to the War Risk Insurance Bureau for compensation, or in receipt of the same because of the death in or since the service of such member of his family, must be filed in support of claimant's application.

"There are many applicants who fail to receive consideration," said Mr. Kendall, in an interview today, "because they have not filed the proper affidavits. The terms of the act are explicit. Every soldier of the Civil War now on the pension rolls who is totally disabled and is obliged to have the regular attendance of some person is entitled to an increase in pension to \$72 per month. However, while the affidavits submitted are given all consideration, the facts stated are verified by the examination of the claimant by a member of the board of examiners in his community. The result of this examination largely determines whether or not the application for total disability increase will be allowed."

"I have requested all applicants in my Congressional district," said Mr. Kendall, "to send me their applications direct and I take them in person to the commission of pensions. Then, when the affidavits are forwarded to me, I file them. If a pension is allowed it commences from the date of the filing of the application, therefore the application should be filed at once, and should be followed immediately by the necessary affidavits."

ROBBER GANG SENTENCED

Long Prison Terms for New York Bank and His Associates.

Members of New York Bank's gang of robbers who were arrested by the Baltimore & Ohio police at Rockwood recently were given stiff jail sentences by Judge C. A. Herley at Somerset Wednesday.

"Bank," alias George T. Connelly, the leader of the gang, was sentenced to the Western penitentiary for a period of five to 10 years, with a fine of \$1 and costs of prosecution. W. E. Carroll, alias T. J. Burke, of Baltimore, said to be Bank's right-hand man, was sentenced to the penitentiary for three to six years. William Ruppert and James Sechrist were sentenced to Huntington reformatory. Clarence Harris, 17 years old, was given three years in the Somerset county jail.

GEORGE DEBOLT RETURNS

Brother of Fire Chief Missing From City for 15 Years.

Gone from the city for 15 years and his whereabouts unknown, George C. DeBolt, a former barber, arrived here Friday afternoon. A postcard, had given advance notice to relatives of his coming and there was a reunion at the Baltimore & Ohio depot when he stepped from the train.

DeBolt, who is a brother of Fire Chief William E. DeBolt and Harry J. DeBolt of South Connelville, left Connelville in August, 1902, and his whereabouts had since been unknown. From Connelville he went to Portland, Ore., where three years later he married and embarked in his adopted vocation and has established a most successful one.

NEW SUPERVISOR

Miss Helen Gray Succeeds Miss Cochran at Playhouse.

Miss Helen Gray of West Green street has been appointed by the playground committee of the Woman's Culture club as a successor to the position of girls' supervisor, vacated by Miss Frances Cochran who resigned Tuesday. Miss Gray has had some experience in child welfare extension work and has been in training at the Peabody Institute at Pittsburgh.

Children will report to Miss Gray thereafter and will continue in the same games and contests arranged by Miss Cochran.

Arrives in England.

In a letter from Miss Sarah Davies, who is in Europe, she tells of her safe arrival on the other side. The boat stopped at Cherbourg, France, on July 19, where the letter was mailed, and sailed from there for England.

Have You Coal Land for Sale?

BODY OF PRIVATE WILLIAM J. FLYNN IS LAID TO REST

Full Military Honors For Local Soldier Who Died in Germany.

Members of the Milton L. Bishop Post, The American Legion, and Camp Walter E. Brown, Veterans of Foreign Wars, joined Saturday in paying full military honors to Private William J. Flynn at the Immaculate Conception church and the final services at the grave in St. Joseph's cemetery. The church was crowded with Legion members, foreign service veterans, friends of the family and others gathered to honor the memory of the only Connelville soldier in the Army of Occupation to die in Germany.

The Legion members and Veterans of Foreign Wars met at 5:30 at the Legion home and marched to the Flynn home where the funeral procession started. From the Flynn residence, the procession moved through Crawford avenue to the church, where high mass was celebrated. Preceding the hearse, containing the flag-draped casket, were six members of the Legion headed by the colors. Beside the hearse walked the six pallbearers, William King, Daniel Hart, William Gallagher, Edward O'Connor, Richard Clark and John Keener.

Following immediately back of the hearse 75 members of the Legion and Veterans of Foreign Wars marched four abreast and following these came the deceased's family and friends of the family in a long line of automobiles.

At the church Rev. John T. Burns was celebrant of mass, Rev. Henry DeVito of St. Rita's Italian Catholic church of the West Side was deacon and Rev. Immosko, assistant to Rev. M. A. Lumbing of St. John's Catholic church at Scottsdale, was sub-deacon.

In conformity with custom there was no eulogy, just the simple funeral mass of the Catholic church.

After the funeral services in the church the casket was replaced in the hearse and accompanied by the soldiers was taken to St. Joseph's cemetery where a salute was fired and taps sounded.

The firing squad was commanded by Thomas Daily and consisted of William Martray, William Bowry, Max Floto and Frank Sweeney. Three volleys were fired over the grave while Chris Jim and Bernard G. Wadell stood as guards and Patrick Fagan as color bearer. Taps was sounded by Joseph Gird. The scene was an impressive one. Immediately after the last notes of the bugle died away the Legion members and Veterans formed in line again and marched to the Legion home where they disbanded.

Rev. E. A. Glennon of Dawson chapel of Bishop Post, was in charge of the service at the grave.

Hundreds of people lined the sidewalks on Crawford avenue as the funeral procession marched past and a large crowd was waiting at the church.

GREEN ARM BANDS

To Be Worn By Hunters This Year; Blackbird Season Opens Today.

HARRISBURG, Aug. 2.—Hunters' license arm bands this year will be grey instead of light green color, which was used last year in contrast with the salmon pink of 1919. The first of the new licenses for 1920 are being sent to the county treasurers for issuance to hunters who may seek licenses.

On account of the blackbird season opening today a reasonable time will be given hunters to procure licenses and the law will not be rigorously enforced for a couple of weeks.

Hunters, however, are being urged to identify themselves as having taken out licenses last year. The color adopted for the licenses of 1921 will be light blue with different lettering and arrangement from those of 1920.

DR. LAKEL SENTENCED

Fayette City Man Sent to Penitentiary For Violating Parole.

Dr. Charles Lakel, paroled recently by the Fayette county court, after he had been arrested for shooting his sister-in-law and pleaded no defense, was given not less than two years nor more than three in the penitentiary by Judge J. Q. Van Swearingen Thursday morning for a violation of parole.

When released on parole for four years, it was under condition that he abstain from intoxicating liquor. His arrest and sentence followed a row at his home Saturday night when he became drunk.

ASK PROMPT UNLOADING

Consignees Reminded of Special Request of Chamber of Commerce.

The consignees of cars are again reminded that they make a special effort to unload freight cars over the week-end in order to give the present acute car shortage a breath of relief. The chambers of commerce in many cities are asking consignees to do this and if the request is heeded many cars will be given back to the railroads empty for quick re-distribution.

NEW BIDS ASKED

For 14,222 Feet of Paving in North Union Township.

Bids submitted for the construction of 14,222 feet of paving on the old Connelville road in North Union township were rejected by the county commissioners Thursday and Controller Earl Hooton was instructed to re-advertise for new bids.

The lowest bid for the contract was submitted by Brooke & Cornish, whose figure was \$184,564.75.

Coal Freight Rates

TO EASTERN PORTS. EFFECTIVE JULY 1, 1920. ORIGINATING DISTRICT.

Rate per Gross Ton of 2,240 lbs.	Connelville	Westmoreland	Pittsburgh	Latrobe
Baltimore, Md.	11.60	12.45	12.30	12.20
Chester, Pa.	2.70	2.65	2.40	2.35
Harrisburg, Pa.	2.20	2.05	1.90	1.85
Johnstown, Pa.	1.80	1.80	1.80	1.80
Lebanon, Pa., P. R. R. and P. & R.	2.65	2.65	2.20	2.10
New York, N. Y. (via S. L.)	1.80	2.65	2.50	2.10
New York, N. Y. (via R.R.)	1.90	2.75	2.60	2.20
Philadelphia	2.60	2.45	2.30	2.20
Sparrows Point	2.60	2.45	2.30	2.20
Stellton, Pa.	2.20	2.05	1.90	1.80
South Bethlehem, Pa.	2.70	2.55	2.40	2.30
Syracuse, N. Y.	2.70	2.55	2.40	2.30
To ATLANTIC PORTS via P. R. R.	1.25	1.20	1.05	1.00
St. George, local	1.20	1.20	1.05	1.00
St. George for Export	2.45	2.30	2.15	2.10
Philadelphia Coal Piers	2.35	2.20	2.05	2.00
Philadelphia for Export	2.25	2.10	1.95	1.90
Curle Bay Piers	2.25	2.10	1.95	1.90
Curle Bay for Export	2.15	1.95	1.85	1.75

"The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is \$1.40 per gross ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from points of origin to destination.

The Connelville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa.; from points on the Smithfield & Massena Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.	Pittsburgh	Upper	Lower
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)
Canton, O.	11.25	11.41	11.60
Chicago, Ill.	2.45	2.45	2.45
Cleveland, O.	1.61	1.61	1.61
Columbus, O.	1.50	1.50	1.50
Detroit, Mich.	2.05	2.05	2.05
Indiana Harbor, Ind.	2.45	2.45	2.45
Toledo, O.	1.90	1.90	1.90
Youngstown, O.	1.05	1.13	1.30
Lake Ports	1.20	1.25	1.45

TO CANADIAN BASING POINTS:

Port Maitland, Ont.	1.75	1.90	1.90
Buffalo, N. Y.	1.75	1.90	1.90

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffalo; south to, but not including Brownsville on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central line.

The Connelville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffalo; on the Pittsburgh, Virginia & Charleston except Brownsville and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connelville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

SAMUEL M'COY, AT ONE TIME OWNER OF M'COY SPRING, DIES

Aged Man Stricken With Paralysis While on Visit to Relatives at Masonstown.

While visiting relatives at Masonstown, Samuel M'Cooy, 85 years old, well known in Connelville, was stricken with paralysis on the day of his arrival there and died Wednesday. Mr. M'Cooy was at one time one of the owners of M'Cooy Springs, and resided there for a number of years.

SALTICK HOME-COMING

Event Will Be at Back Creek School House on August 7.

Saltick township is to have a monster old home celebration a week from tomorrow, August 7, the occasion being the Back Creek school reunion. A general invitation has been extended to the public, as well as to the present and former pupils of the school which is about three miles from the former Bill Pitts distillery.

Lloyd G. Chorprenant and H. S. Dumbauld, pupils when the Back Creek school was in fact a little red school house, will do some of the speaking, much of the glad-sounding and in the capacity of associate overseers with the others of the former pupils. D. W. McDonaid, George B. Jeffries, Congressman Samuel A. Kendall and Bruce F. Sterling are to make addresses. Rev. D. M. Steyer, a Presbyterian minister of South Don Potos, Cal., and S. L. Brooks, of Anderson, Ind., both former pupils, have promised to be present and make a few remarks pertinent to the occasion.

Then there are to be amusements of all kinds, to quote from the bills announcing the affair, "baseball, races, good speaking, good music, a spelling bee and good eats." The frankness of the organizers of the posters is including the "good speaking" and the "good eats" as a part of the "amusements of all kinds" augurs well for the occasion.

Confesses to Birth of Babe.

Mrs. Margaret Smith, employed as a cook at Couchenour's boarding house in Uniontown, arrested two weeks ago in connection with the finding of the body of a dead babe in a garbage can, there confessed today to being the mother of the child. She said she faintly at birth and was unconscious for two hours. She did not know whether the baby was dead at birth or whether it died.

The Grim Reaper

MRS. AUGUST BOWMAN.

Mrs. Anna Bowman, 39 years old, wife of August Bowman, died Sunday morning at the Samaritan hospital, Uniontown.

FERDINAND SEIBERT.

Ferdinand Seibert, 72 years old, a resident of Dawson for many years, died Sunday night at 7:30 o'clock at the home of his son, William Seibert, at Dawson.

MISS ELIZABETH NEWCOMER.

Miss Elizabeth Newcomer, 34 years old, of Georges township, died Friday evening in Jefferson hospital, Philadelphia, of complication of diseases. She is survived by her father, Abraham B. Newcomer, of Georges township, and the following brothers and sisters: P. C. Newcomer, Alva Newcomer and Paul Newcomer, all of Uniontown; Omer Newcomer, Connelville; Thomas Newcomer, Harrisburg; and J. M. Newcomer, a home, and Mrs. Beryl Husted of Georges township.

JOHN GILBERT SILCOX.

Following a brief illness, John Gilbert Silcox, 19 years, three months and 10 days old, died Thursday afternoon at 2 o'clock at the family residence, 1325 South Pittsburgh street. He was taken ill of quinsy about a week ago and his condition was not considered critical until yesterday morning when more alarming symptoms developed. The ultimate death of the young man came as a great shock to his relatives and many friends. The deceased was born in Peach street, Connelville, April 28, 1901, a son of Albert S. and Sarah B. Reaney Silcox. He had resided here all his life.

Following his graduation from the Connelville high school in 1918 he became associated in business with his father, a leading meat dealer of the city. He was a member and an active worker of Trinity Lutheran church, taking a great interest in work carried on by the young folks of the church. During the war he tried to enlist in the service but was rejected on account of his age. He was especially interested in wireless telegraphy and devoted much time to the study of wireless, having equipped a station at his home. It is said to be the most complete in this section. The young man was a friendship and esteem of all with whom he came in contact. In addition to his parents he is survived by two brothers, Albert and Robert Silcox, and two sisters, Mrs. William Hoggar and Sarah Silcox, all of Connelville.

MRS. GEORGE W. MOON.

Word has been received here of the death of Mrs. Amanda Bailey Moon, wife of George W. Moon, which occurred Wednesday at 10 o'clock at her home in Homestead, Fla. She was born 68 years ago on a farm near Ohioville, a daughter of Mr. and Mrs. William Bailey. The greater part of her life was spent at Ohioville and in Stewart township. In 1905 the Moon family moved to McKeesport, residing there until 1911, when they left for Florida. The deceased was a member of the Baptist church, several organizations of the church, the Eastern Star and the Daughters of Rebekah. In addition to her husband she is survived by the following children: James D. Beaver county; Ralph G. Calkins; Mrs. E. D. Bruner, Grove City; Mrs. Irvin Gault, Mrs. Thomas Van, and Misses Florence and Myrtle Moon, Homestead, Fla. A daughter, Ella, the wife of Prof. Charles Smith, died at Dunbar in 1905. Two sisters, Mrs. E. S. Jackson of Ohioville, and Mrs. Rebecca Dull of Confluence, and four brothers, D. W. and Irwin Bailey of Ohioville, and J. C. Bailey of Confluence and William Bailey of Nebraska, also survive.

MRS. JOHN E. BROOKS.

Mrs. Sarah Jane Brooks, 66 years old, died Wednesday morning at her home in Uniontown. Her husband, John E. Brooks, two sons and one daughter, survive.

ADAM R. HUMBERT.

CONFLUENCE, July 31.—Adam R. Humbert, 88 years, eight months and seven days of age, reputed to have been the oldest resident of this place, died at the home of his daughter, Mrs. J. Howard Sanner, in Pittsburgh, where he had gone to spend the remainder of his days. Death was due to apoplexy. He had been in poor health for several years following his retirement 10 years ago from the undertaking business which was taken over by his son, C. B. Humbert. Mr. Humbert was born in Millford, Somerset county, November 13, 1836, a son of Jacob and Hettie Humbert. In early life he learned the carpenter trade and later engaged in undertaking, combining the two occupations, the work of a funeral director in a small town being inadequate to properly support a family. He served in the Civil War and at the time of his death was a member of the Ross Rush Post of the Grand Army of the Republic at Uniontown. He was a member of the Methodist Episcopal church since boyhood. His wife had been dead for 17 years. Of five children born, three survive. They are C. B. Humbert, Washington avenue, Connelville, with whom the aged man spent some time; Mrs. Sanner, Pittsburgh, and C. B. Humbert, Confluence. He leaves also a sister, Mrs. Rebecca Bitter who lives with Mrs. Carrie Bitter, Race street, Connelville.

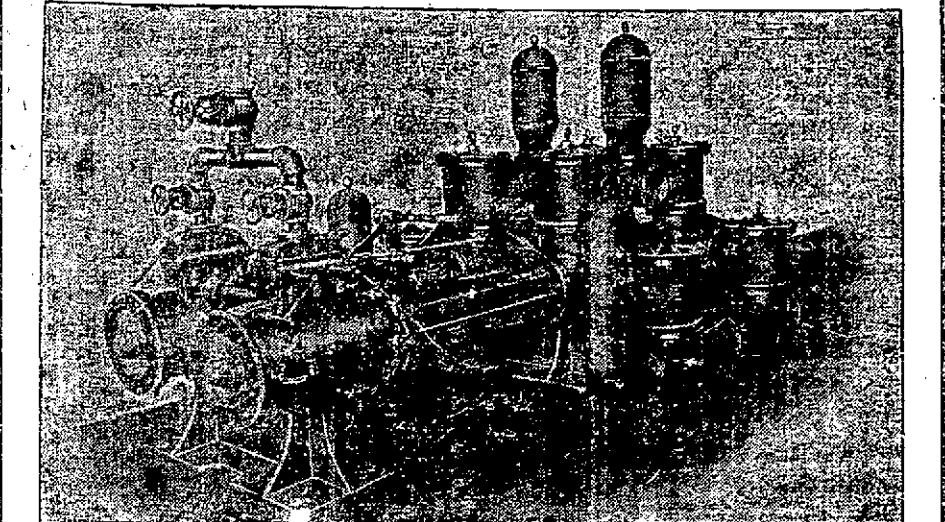
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